

Oregon Short Line Railroad Station
(Union Pacific Railroad Station)
Sixth West at Center Street
Logan
Cache County
Utah

HABS No. U-44

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PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
Office of Archeology and Historic Preservation
National Park Service
Department of the Interior
Washington, D.C. 20240

OREGON SHORT LINE RAILROAD STATION
(UNION PACIFIC RAILROAD STATION)

Location: Sixth West at Center Street, Logan, Cache County,
Utah.
Latitude: 41° 43' 52" N Longitude: 111° 50' 59" W

Present Owner: Union Pacific Railroad

Present Occupant: Union Pacific Railroad

Present Use: Railroad Station.

Statement of
Significance: A well-maintained late 19th Century railroad depot.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Original and subsequent owners:

Oregon Short Line Railroad
Union Pacific Railroad

2. Date of erection: c. 1898

3. Architect: Unknown

B. Historical Events and Persons Associated with the Building:

On January 31, 1873 the Utah Northern narrow gauge R.R. from Brigham City reached Logan. In 1877 this road was purchased by the Union Pacific Railroad and made "broad-gauge". Financial difficulties forced the sale of the Utah Northern Railroad to the Oregon Short Line in 1889. By 1898 the Union Pacific had purchased control of the Oregon Short Line, and after 1899 it again became part of the Union Pacific "stable". This station was built during Oregon Short Line ownership, sometime before the turn of the century.

C. Sources of Information:

1. Primary and unpublished sources:

Curtis, Al J., Pioneer Edition of Events in the Early History of Logan & Cache Valley, unpublished manuscript, University of Utah Library, Utah Room.

Johnson, David F., The History & Economics of Utah Railroads, M.S. Thesis, University of Utah Library. (1947).

2. Bibliography:

Beal, Merrill D., Intermountain Railroads, Standard and Narrow Gauge, 1962.

Ricks, Joel, The History of a Valley, 1956.

Treasures of Pioneer History, Daughters of Utah Pioneers, Vol. I, 1951 and Vol. I, 1952.

Utah, A Guide to the State, Utah Writers Program, WPA, 1941.

Wrigley, Robert L. Jr., A Brief History of the Utah & Northern Railway Co., Oregon Historical Quarterly, Vol. XLVIII, No. 3, September, 1947.

Prepared by John L. Giusti
September 5, 1967

PART II. ARCHITECTURAL HISTORY

A. General Statement:

1. Architectural interest: This is a well-maintained late 19th century railroad depot.
2. Condition of fabric: Excellent and well-maintained.

B. Description of Exterior:

1. Over-all dimensions: A modified rectangle one-and-a-half stories high, 98' x 41' with attached roofed platform 16' x 178'.
2. Foundations: Concrete.
3. Wall construction, finish, and color: Gray-white sandstone, rock faced random range ashlar with dark red pressed brick trim, quoinwise at corners and openings.
4. Structural system, framing: Masonry bearing walls.
5. Porches: A long hip roof shelters 178 feet of the platform.
6. Chimneys: One for central heating.

7. Openings:

- a. Doorways and doors: Doors have nine panels, two of them glazed. Baggage room doors are hinged pairs with two square diagonally tongue and groove panels below two-light glazed panels.
- b. Windows: Six-over-one and two-over-two double hung at first floor. Six-over-two in second floor gables.

8. Roof:

- a. Shape, covering: A gable roofs the central 2-story portion. Long hip roofs extend symmetrically on each side.
- b. Cornice, eaves: The undersides of roof overhangs are neatly finished plain wood soffits.

C. Description of Interior:

1. Floor plans:

- a. First floor: The plan is symmetrical with baggage rooms on both ends. The telegraphers bay on the track side projects into the center with ticket windows into the Mens' Waiting Room and Ladies' Waiting Room. An enclosed stair projects into the plan opposite the ticket bay making a narrow connection between the waiting rooms. The rest rooms occupy a projection on the street side.
- b. Second floor: This was once a large office in the west gable and a smaller office in the east gable. But a kitchen and bath were added to make an apartment for the stationmaster.

2. Stairway: Enclosed downstairs but open at the second floor with a short rail and newel.

3. Flooring: 3" pine boards T & G.

4. Wall and ceiling finish: Reeded wood wainscot with plaster wall and ceiling above.

5. Doors: Six cross panels.

6. Lighting, type of fixtures: Modern fluorescent.

7. Heating: Central furnace in small basement.

D. Site and Surroundings:

1. Orientation: The long faces of the building are the west side toward the tracks and the east side toward 6th West Street. The station terminates the axis of Center Street at its west end.
2. Landscaping and walks, enclosures: The building occupies most of the narrow strip between the tracks and the street with concrete walks, drives, and platform occupying the rest. There are trees at the ends of the building.

Prepared by Paul Goeldner, AIA
Supervisory Architect
Utah Project
August 15, 1967

PART III. PROJECT INFORMATION

This record is part of a Utah Survey conducted in the summers of 1967 and 1968 under joint sponsorship of the Historic American Buildings Survey of the Office of Archeology and Historic Preservation of the National Park Service and the Utah Heritage Foundation.

Field work, historic research and record drawings were done under the direction of Project Supervisor Paul Goeldner, AIA (Texas Tech University) assisted by Project Historian John L. Giusti, AIA (University of Utah). Photographs were made by P. Kent Fairbanks of Salt Lake City.

Student Assistant Architects on the 1967 team were Robert M. Swanson and Charles W. Barrow, (University of Texas) and Kenneth L. Lambert and Keith Sorenson, (University of Utah). 1968 Student Assistant Architects were Keith Sorenson, Charles D. Harker and Robert Schriever, (University of Utah) and Donald G. Prycer, (Texas A. & M. University).